

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Intimations.

STEAM NAVIGATION COMPANY.

Concentrated strength,

371

JAPAN  COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malduru, Kure, Shimonoeki, Moji, Wakamatsu,
Kamatsu, Nagasaki, Nishitogari, Saasoo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes);

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannōda
 Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkibara and other Coals.
 S. MINAMI, Manager, Hongkong.

Hotels

HONGKONG HOTEL.

class. **Book 1** by **Van** **Swanston** **Nichter**

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26

MACAO AND CANTON

HOTELS:

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be

found interesting and enjoyable.

WM. FARMER,
Proprietor.

THOMAS' HOTEL

THOMAS HOTEL.
A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.

Monthly Boarders accommodated on very moderate terms.
For Particulars apply to

30] THE MANAGER.

THE CONNAUGHT HOUSE.

QUEEN'S ROAD CENTRAL.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to

Hongkong, 1st November, 1902. THE MANAGER. [29]

HOTEL GRANGIERBURN

HOTEL CRAIGIEBURN
PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS, Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1960. 133

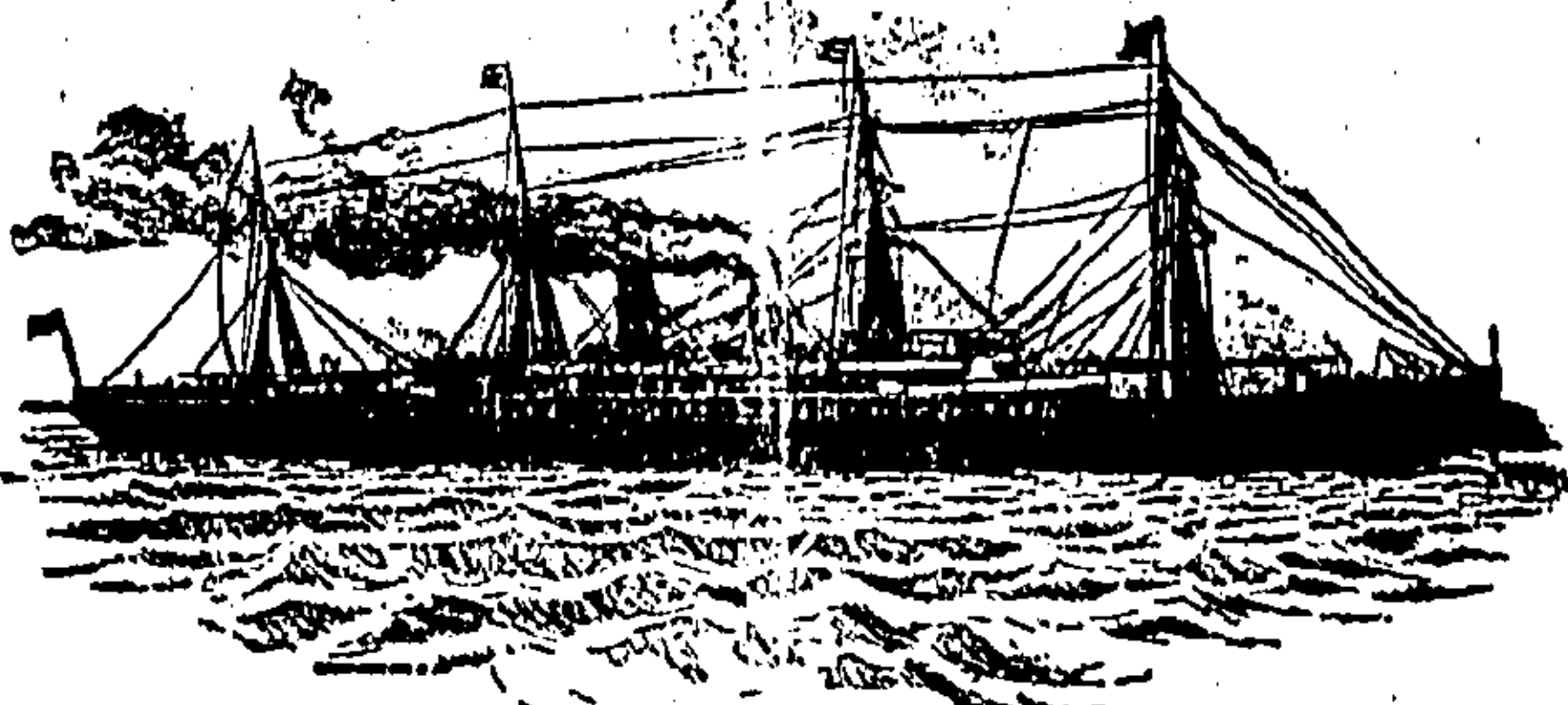
GO TO THE

KOWLOON HOTEL

31] **KOWLOON.** J. W. OSBORNE,
Proprietor and Manager.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

	Gross Tons	THURSDAY, 16th June, at Noon.
"MONGOLIA"	3,460	..TUESDAY, 21st June, at Noon.
"AMERICA MARU"	3,460	..TUESDAY, 28th June, at Noon.
"CHINA"	4,784	..SATURDAY, 9th July, at Noon.
"DORIC"	4,784	..THURSDAY, 21st July, at Noon.
"SIBERIA"	4,352	..TUESDAY, 2nd August, at Noon.
"COPTIC"	4,352	..SATURDAY, 13th August, at Noon.
"KOREA"	4,295	..TUESDAY, 23rd August, at Noon.
"GAELIC"	4,295	..TUESDAY, 23rd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,776 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and other ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

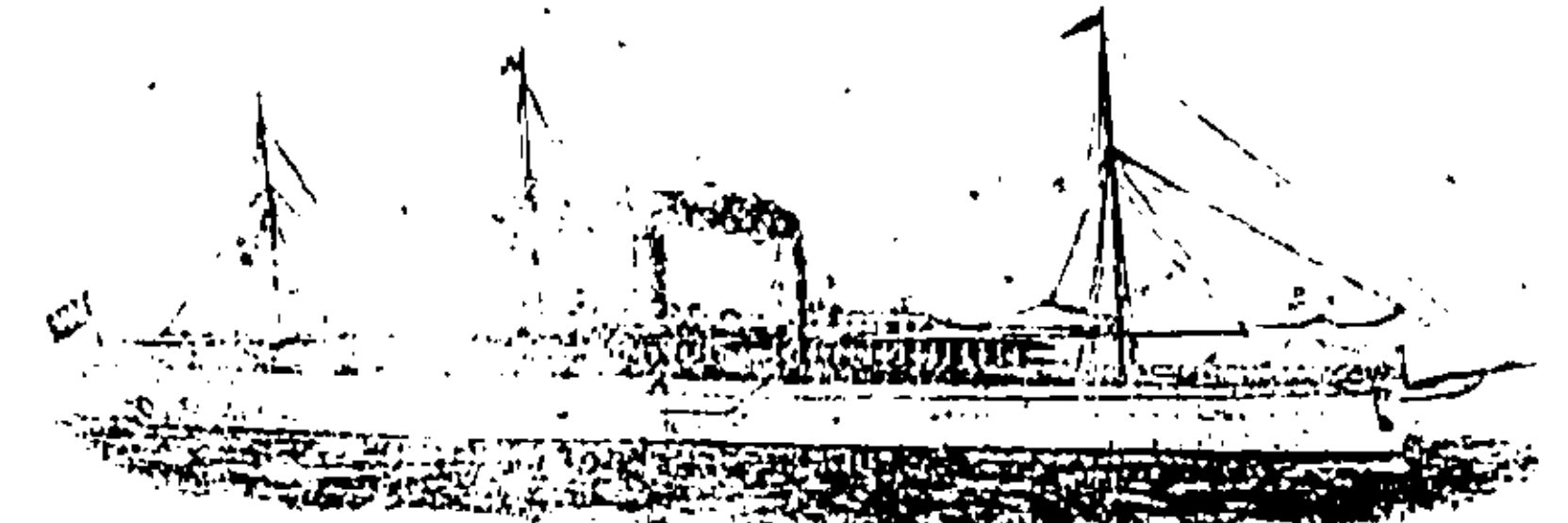
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information and Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 9th June, 1904.

CANADIAN PACIFIC RAILWAY COY.'S.
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	6,000	..WEDNESDAY, 13th July.
"ATHENIAN"	2,440	..WEDNESDAY, 13th July.
"EMPRESS OF CHINA"	6,000	..WEDNESDAY, 3rd August.
"TARTAR"	4,425	..WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000	..WEDNESDAY, 24th August.

Hongkong to London, 1st Class, £40. Via New York £62.
Hongkong to London, Intermediate of .. £40.

Steamer, and 1st Class Rail .. £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 1st June, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Piddler's Street.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAVRE, BREMEN and HAMBURG.	14th June.
Fock	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BATAVIA	HAMBURG (DIRECT).	28th June.
Dempwolf	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
NURNBERG	HAVRE and HAMBURG.	6th July.
Jaburg	(Calling at SINGAPORE and PENANG).	Freight.
C. FERD LARISZ	HAVRE and HAMBURG.	26th July.
von Hof	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BADENIA	HAVRE and HAMBURG.	10th August.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BAMBERG	HAVRE and HAMBURG.	25th August.
Mittels	(Calling at S'PORE, PENANG & COLOMBO).	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 7th June, 1904.

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Near to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 9th January, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.,
17, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,361 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	" G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	" W. A. Valentine.
"HANKOW"	3,973 "	" B. Branch.
"KINSHAN"	2,860 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River
Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..1,998 tons.....Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For
further particulars see special time table.
Departures on Sundays at NOON.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..219 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about
7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about
7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" ..588 tons.....Captain J. Willox.
"NANNING" ..569 " ..C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about
8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation
and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, 100 HOUSE STREET,
Between Queen's Road and Des Vœux Road.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

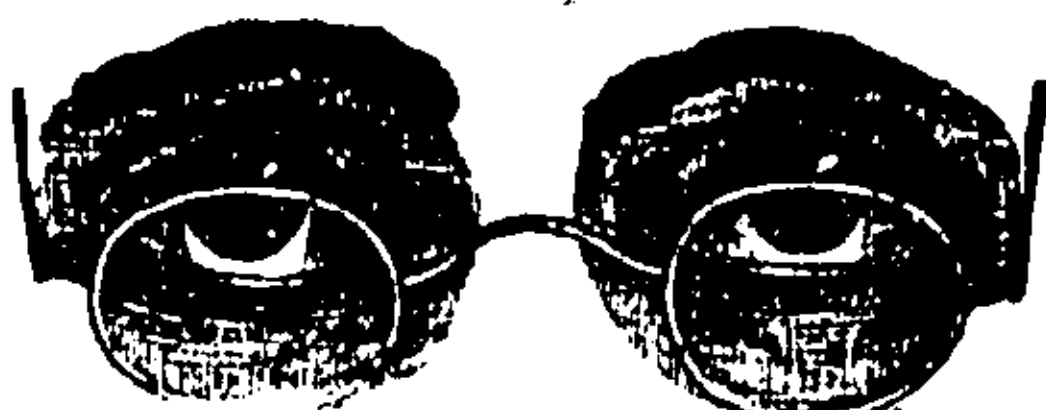
FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD, Western Building.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 10, TEA-HOUSE ROAD.

15, TEA-HOUSE ROAD.

15, TEA-HOUSE ROAD.

15, TEA-HOUSE ROAD.

15, TEA-HOUSE ROAD.

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15, TEA-HOUSE ROAD.

15, TEA-HOUSE ROAD.

15, TEA-HOUSE ROAD.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and
SPIRITS direct from the Growers in France, we are in a position to supply these
requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following—

3 qt. bts. Bordeaux.
3 " " Beaujolais (Burgundy).
3 " " Vin Rosé.
3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,
we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	42 " " "
Brut Impérial	50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend at \$13.50 per case of 1 dozen quarts.
Black and White, at 17.50 " " "
Royal Household, at 20.50 " " "

We request of connoisseurs the favour of a trial of the products we offer, being convinced
that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904.

[707]

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1904.

[3]

For Sale.

FOR SALE.

NO. 1, 2 or 3, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 20th May, 1904.

[64]

FOR SALE.

INCANDESCENT

Gasoline

Lamps of all

descriptions

from the best

makers.

Incandescent

Mantles.

Chimneys,

Globes, Sha-

des, &c., for

Gasoline and

Gas Lamps

at the most

moderate

prices.

Lamps fixed

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
TUESDAY,
the 14th June, 1904, at 11 A.M.,
at their
Sales Rooms, No. 8, Des Vaux Road,
(Corner of Ice House Street),
SUNDY
HOUSEHOLD FURNITURE,
Comprising:—
MARBLE-TOP SIDEBOARD with BE-
VELLED GLASS, WASHSTAND, TEAK-
WOOD OVERMANTELS with BEVELLED
GLASS, MOROCCO-COVERED DINING
ROOM SUITE, WRITING TABLES,
VIENNA CHAIRS, TAPESTRY-COVERED
SOFA and CHAIRS, COOKING STOVE
and UTENSILS, CROCKERY and GLASS-
WARE, BRONZE BUXTOS, &c., &c.;
ALSO
1 New SINGER'S SEWING THREADLE
MACHINE, 3 IRON SAFES, and 1 New
JAPANESE RICKSHA.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th June 1904. [713]

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY,
situate at Victoria, Hongkong,
to be sold on
FRIDAY,
the 17th day of June, 1904, at 3 P.M.,
by
Mr. GEO. P. LAMMERT, Auctioneer,
at his
SALE ROOMS, DUDDELL STREET,
Victoria.
THE Property is Registered in the Land
Office as Inland Lot No. 796 together
with the Buildings thereon known as Nos. 212,
214, 216, 218, 220, 222, 224, 226, 228 and 230,
THIRD STREET, abutting on the North and
West sides thereof on Battery Road and mea-
suring thereon 278 feet 8 inches and 19 feet
on the East side thereof on Inland Lot No. 797
and measuring thereon 195 feet, and on the
South side thereof on Pokfulam Road and
measuring thereon 154 feet containing in the
whole an area of 4900 square feet and is
held from the Crown for the residue of the
term of 999 years granted by a Crown Lease
of the Lot, dated the 17th day of June, 1882.
Annual Crown Rent \$324.
For further Particulars and Conditions of
Sale, apply to—
EWENS & HARSTON,
Vendor's Solicitors,
or to
Mr. GEO. P. LAMMERT,
Auctioneer.
Hongkong, 4th June, 1904. [684]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 18th June, 1904, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A FINE COLLECTION
of
OLD AND RARE POSTAGE STAMPS,
Including:—
TRIANGULAR CAPE, OLD CEYLON,
MULREADY COVERS, HAWAII, OLD
HONGKONG (including 96 Cents Yellow
Brown), MAKING RESERVE, NEW
SOUTH WALES SYDNEY VIEWS,
VARIOUS ERRORS, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 8th June, 1904. [702]

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 50 lbs. net \$2.85 ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th August, 1903. [10]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.
REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, AERATED Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior to
a great many. He also reported that the quality
of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.
Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point. Tel. 57.
Depot, Ice House Street. Tel. 574.
Dr. DANENBERG & F. P. DANENBERG,
General Managers.
Hongkong, 20th May, 1904. [677]

Intimations.

THE INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

APPLICATION has been made to the
GENERAL MANAGERS of this Company
to issue to the RUSSO-CHINESE BANK
of Hongkong duplicate certificates for Two
Hundred Shares in the above Company or
other certificates in lieu thereof upon the State-
ment that the original certificates, viz:—
Scrip No. 69 Nos. 17,826/17,850—15 shares in
the name of George
Hutton Potts.
Scrip No. 279 Nos. 36,180/36,419—50 shares in
the name of Catchick
Paul Chater.
Scrip No. 380 Nos. 36,420/36,479—50 shares in
the name of Catchick
Paul Chater.
Scrip No. 550 Nos. 44,759/44,783—25 shares in
the name of George
Hutton Potts.
Scrip No. 873 [Nos. 5,451/5,475]—50 shares in
the name of Solomon
Sassoon-Benjamin.
have been lost or destroyed. Notice is hereby
given that if within Thirty days from the
First June instant no claim or representation
in respect of such original certificates is made
to the General Managers they will then proceed
to deal with such application for duplicates.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 10th June, 1904. [714]

NOTICE.

WE have authorized Mr. DAVID
LANDALE, and Mr. WILLIAM
ARTHUR CARRUTHERS CRUICK-
SHANK to sign our Firm, and to Mr.
HERBERT IRVING BELL and to Mr.
CHARLES EDWARD ANTON we have
given the signature per procuration.
JARDINE, MATHESON & Co.
Hongkong, 10th June, 1904. [710]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the Company will be held at
the Offices of the Company in ALEXANDRA
BUILDINGS, on WEDNESDAY, the 15th of
June, 1904, at 11 A.M., when the subjoined re-
solution which was passed at an Extraordinary
General Meeting of the Company held on the
11st of May, 1904, will be submitted for con-
firmation as a Special Resolution.

RESOLUTION.
That the Capital of the Company be in-
creased to Nine Hundred Thousand Dollars
by the creation of Thirty Thousand New Shares
of Ten Dollars each.

By Order,

A. H. MANCELL,
Secretary.

Hongkong, 3rd June, 1904. [683]

WANTED.

A SMALL STORE IN CENTRAL OF
QUEEN'S ROAD.
Apply to—
"B. C."
Hongkong, 9th June, 1904. [708]

NOTICE.

COKE AND TAR.

THE HONGKONG AND CHINA GAS
COMPANY beg to notify the public
that Messrs. KUNG HING & Co., 474, Des
Vaux Road West, are the SOLE AGENTS
for the Sale of the Company's COKE and TAR,
and that all Orders should be sent to the said
Agents direct.
GEORGE CURRY,
Local Secretary.
Hongkong, 8th June, 1904. [707]

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.
Hongkong, 11th May, 1904. [608]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors
give many names, but which few of them really
understand. It is simply weakness—a break-down,
as it were, of the vital forces that sustain the system.
No matter what may be its causes (for they are al-
most innumerable), its symptoms are such that the
more prominent being depression, sense of
prostration or weariness, depression of spirits and
want of energy for all the ordinary affairs of life.
Now, what alone is absolutely essential in all such
cases is increased vitality—energy.

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience
proves that as night succeeds the day this may be
more easily secured by a course of the cele-
brated life-reviving tonic.

THERAPION No. 3

is a combination of the most powerful and
valuable of the vegetable kingdom, and is a
valuable for its constitutive and conditions, in
either case it is difficult to imagine a case of
disease or derangement, when main features are
those of debility, that will not be speedily and
permanently benefited by this life-reviving re-
generative essence, which is destined to cast into
oblivion everything that has preceded it. For this
wide-spread and comprehensive reason.

THERAPION

is sold by the principal Chemists throughout the world. Please Enquire,
and ask for it. Purchasers should see that the word
"THERAPION" appears on a Red Government
Stamp (in white letters on a red ground) affixed
to every package by order of His Majesty's
Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.

KIPLING'S WITTICISMS.

A ROOM IN DEAD PIGS.

At the second annual dinner of the Auto-
mobile Club of South Africa, held recently in
the Mount Nelson Hotel, Cape Town, Mr.
Rudyard Kipling replied to the toast of "The
Automobile Club of Great Britain and Ire-
land." He said he could not express ad-
equately his sorrow and amazement and indig-
nation at hearing certain remarks which had
fallen from those members of the Cape Minis-
try who were attending the dinner. (Laugh-
ter.) Omitting altogether the artless abandon
of the Colonial Secretary, who admitted that
he went to a wedding in such a way that he
could not come away again—(laughter)—and
also the cynical levity of Sir Lewis Mitchell,
who expressed his regret that he had not yet
killed a man—(laughter)—he wished to protest,
as emphatically as lay in his power, against
the statements of both these gentlemen, that
motoring was in its infancy. (Laughter.) He
knew the child. (Laughter.) He did not say
that he was present at its birth, but he helped
to nurse the rickety thing along. Mr. Kipling
told an amusing story of a visit to the Auto-
mobile Club at Home, and the particular ads
prevailing among the members in favour of
their own pet types of machines. He said
that he heard many tales, but he had not heard
the latest quotations in dead dogs. (Laughter.)
He had to come 6,000 miles from Home to
South Africa, and then he found that there
was a boom in dead pigs. (Laughter.) He
did not know anything specially about it, but
it seemed to be perfectly possible to go out
motoring and conduct operations in pigs on a
large scale at an approximate profit of about
25 per cent. (Laughter.)

EMPIRE BUILDING.

LIFE IN NIGERIA, WEST AFRICA.

The following are extracts from a private
letter recently received in Sydney from an
Imperial Army officer, acting as a Resident in
Northern Nigeria:—

This province is about 23,000 square miles
in extent. I may remind you that the area of
Ireland is about 33,000 square miles; so that
the Province I am endeavouring to administer
is more than two-thirds the size of Ireland. It
is moreover, thickly populated, and the races
and the stages of civilisation are various. By
far the largest part of the Province is under
the sway of the Fulanis, the proud and aris-
tocratic Mohammedan race, which, less than 100
years ago, conquered the entire country from
Sokoto (pronounced, by-the-way, to rhyme with
"cockatoo") down to the River Benue. Where-
ever the Mohammedan faith has taken root a
high state of civilisation is found; but even
among the pagans, who live mostly in hilly
districts, where the natural features of the
country afford them protection against the raids
of the Fulani horsemen, the people are cen-
turies removed from being savages. They are,
in fact, an independent type, and are fine
farmers; they grow their own cotton, make their
own gowns with it, and have many industries.

THE NATIVES.

Of course, I don't want to paint the people
of this country as peaceful farmers and arti-
sans, and nothing else; they still have many
unamiable little weaknesses—an inherent love
of raiding caravans being one. This is one of
the things I am doing my best at present to
stop. Only a few months ago an Englishman,
coming up with a caravan load from the south-
found several corpses on the road, the result
of a raid by the natives. They considered all
caravans fair game, and a caravan fixing its
prices always had to consider what margin
must be allowed for a possible raid. But, after
all, the natives were not alone in acts of this
description; the Fulanis used to be constantly
raiding them and carrying off slaves, and in a
country where every man travelled—and travels
at this moment—with his sword by his side and
his bow and arrow slung over his breast, life
was cheap and lightly held.

THE FULANIS.

As regards the Fulanis, as I have said, a hun-
dred years ago they were mere wandering
herdsmen, proud and independent, but without
any fixed habit. They lived in shelters, mov-
ing with their cattle wherever the best pasture
grounds were to be found. In features they
are utterly distinct from the negro, being much
lighter in colour, and with the clear-cut, aquil-
line features of the Easterns. Indeed, they
reminde me not a little of the Afghans, being,
like them, distinctly Jewish in type. Where
they originally came from it is impossible to
say for certain. Personally, I cannot doubt
they came from Egypt, and before that again
from Central Asia, although I have no facts to
support my theory.

FULANI ADMINISTRATION.

About the year 1810 they rose up and con-
quered all this country, and established them-
selves as the ruling race, introducing a won-
derful system of administration, which is
roughly as follows:—The whole country they
own is divided up among a large number of big
men, each of whom lives in the capital, and
has a certain rank. Each of these big men has
a retinue of servants, generally one to each
town or village, who take all messages, and
collects, annually, the tax of each village.
These taxes are fixed quantities. At a certain
time of the year the headman of each town or
village collects the tax from the people; the
messenger then arrives from the capital and
takes the money, the headman being allowed to
retain a share—about a tenth. The messenger
takes the money back to the capital and hands
it over to his master, who pays him a certain
proportion, and finally hands over a part to the
Emir. Besides this money tax—paid in cowries,
the only currency—a tithe of corn is also paid
annually; and there are also taxes on tobacco,
indigo, oil, and several other products, col-
lected separately and paid direct to the Emir.

There are also "death duties," of which the
Emir gets a share, and a few other taxes.
SLAVERY.

Before the arrival of the white man many of
the towns paid their taxes annually in slaves,
which, in fact, were a kind of currency. A man
making a long journey, for instance, would take
with him some slaves, whom he would sell on
the road, one by one, to pay his expenses.
Slavery itself was the most renowned of the
slave-dealing centres. The people practically
did nothing but deal in slaves. Caravans com-
ing down from Kano would be paid for their
merchandise in slaves; and if there was not a
sufficient supply, then a bargain was struck by
which the purchaser agreed to pay an enhanced
amount after the next slave raid. This remem-
ber, was what was actually going on when the
English came here in April last year. As re-
gards this vexed question of slavery, I do not
think that in its essence it is by any means a bad
institution so far as this country at this stage
is concerned. It is the slave-minding and the
slave-catching which are absolutely indefen-
sible, and must be put down at once. The
actual state of slavery is by no means an un-
mixed evil; on the contrary, it has many ad-
vantages, and is only a different form of the
old feudal system. The slave is, of course,
the absolute property of his master, but the
latter has certain obligations, such as to feed
him, care for him when sick, and, moreover, to
give him two days out of every week on which
he is at liberty to work for himself and cul-
tivate his own farm, if he has one. The West
African is so incurably lazy that, if released
from slavery, he will simply turn into a loafer.
Food is very cheap, and the people extra-
ordinarily hospitable, so that he will never
starve. The country would merely be overrun
with an army of "unemployed," and, since we
know who always finds work for idle hands
to do, I need hardly say the results would be
appalling.

ENGLISH ADMINISTRATION.

In taking over this vast country, we are
compelled to use the machinery at hand, faulty
though in many ways it is, and we therefore
have disturbed things as little as possible, and
we have retained the Fulanis in their position.
Our present plan is to allow them to collect
their taxes as before, and then claim from
each ruling Emir a share of his annual income
in return for our expenses in policing the
country, keeping up an army, making and
keeping open roads, etc. Perhaps you will
now be able to judge of the enormous work
which a Resident has to get through. If any
crime is committed in his 20,000 odd square
miles of country he must send out messengers,
investigate, and arrest, if possible, the criminal
or criminals, try, and sentence them. He
must survey and map out his Province. He
must keep an ever-watchful eye in every
corner. He must keep a list of every item
of merchandise passing through in caravans;
make roads; build mud houses for himself, the
soldiers, the police, etc.; fix market prices;
arrange for all supplies; and last, and greatest
of all, must make a list of every town and
village in his Province, ascertaining the tax it
pays, to whom it pays it, the population, in-
dustries, area of cultivation, name of head-
man, etc.

THE RESIDENT'S DUTIES.

Besides all this come the office returns and
routine; compilation of statistics, from which
the Colonial Office makes out its answers to
questions asked in the House by some inquisi-
tive M.P.; lists of all slaves freed, wherever
to satisfy the curiosity of Exeter Hall; estimates
of expenditure, and a careful account of every
penny received and expended; letters to the
High Commissioner on important political
questions, where his sanction is necessary;
complicated "cause lists," showing every case
tried, verdict, sentence, etc., for the infor-
mation of the Chief Justice, etc. Besides these
things, he is postmaster, and has to collect and
distribute all letters, seal up mail bags, and
send them off periodically by mail runners.
That one is at work practically day and night
is not the whole story. What wears one out
is the number of things constantly on one's
mind; the long and ever-increasing list of
things undone and things "pending." I need
hardly say a holiday is unknown. Sunday
passes just like any other day—very often I
don't know it has passed. But there is one
thing to be said—all the work is simply
fascinating in its intense interest, and one
does not work from a sense of duty, or com-
plain of being driven to it, simply because the
work is of such extraordinary interest.

WONDERFUL SURGICAL FEAT.

MAN PROVIDED WITH NEW FACE.

Modern surgery rarely undertakes to supply
a man with what is practically a new face.
According to home papers, however, this dif-
ficult achievement has been performed with
great skill at the London Hospital.

Some two years ago a man in New Zealand,
who was suffering from rodent ulcer, which
had deprived him of half of his face, read in a
newspaper about the marvels of the X-ray
treatment. He determined to try the treat-
ment, and in three days was aboard a ship
bound for London. He was taken in hand by
the London Hospital, and cured by the X-rays.
Then the hospital authorities gave a new nose,
made of rubber, a new palate, new teeth, and
new upper lip, with moustache. The result is
that when he gets back to New Zealand, "his
wife won't recognise him." So natural is the
appearance of this new face that it would be
difficult for most people to believe that it was
not the original one.

During the Boer war, it is asserted, a man
who had had his lower jaw shot away was also
treated at the London Hospital. He was fitted
with a jaw, covered with a lavish beard.
A paper representative who saw the portraits
of both the men referred to, can testify that no
trace of abnormality was noticeable in either
of them.

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries.
When a thing ought to be done the modern
spirit moves us to keep working away at it
until it is done. In the face of this idea the
"impossible" vanishes. Where there's a will,
there's a way. "If we could but rob cod liver
oil of its sickening taste and smell and then
combine it with two or three other ingredients
we should possess the best remedy in the world
for certain diseases that are now practically
incurable." So said a famous English physi-
cian twenty-five years ago. "But it will never
be done," he added. "You can't no more turn
cod liver oil into a pleasant palatable medicine
than you can turn the Codfish itself into a Bird
of Paradise." Yet he lived to admit that in
WAMPOL'S PREPARATION
the "impossible" had been accomplished. It
is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites, Extracts of Malt and Wild
Cherry. This remedy is freed from the bad
peculiarities Dr. Frothingham so detested, and
it is precisely the splendid medicine he wished
for. Use it freely and confidently for Anemia,
Hysteria, Wasting Complaints, Blood Impuri-
ties, Asthma, and Throat and Lung Troubles.
Dr. W. B. Aikins, F. R. C. P., London, —
M. D. C. M., Victoria University, — M. B.,
Toronto University, — Consulting Physician to
Horne for Incurables, Physician to Toronto
General Hospital, says: "I am much pleased
to state that the results from using Wampole's
Preparation of Cod Liver Oil have been
uniformly satisfactory; it appealed to me
as being prepared according to correct sci-
entific principles." It increases the appetite and
influences the digestion of food; it is delicious
to take, will not disappoint you and is effective
from the first dose. "It represents the dawn
of progress." At chemists everywhere.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT CO., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.
For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

THE
ROBINSON
PIANO
Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY
FINE
SAMPLES
OF

UPRIGHT PIANOS

RACHALS,
STUART,
&c., &c., &c.,

— AND —

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupy-
ing the space of a Cottage, but with
the fine appearance and TONE OF A
FULL GRAND.

Hongkong, 13th May, 1904. [59]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessel during her
stay in Hongkong Harbour:
TRONATE, British barque, A. Hutton, Master.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1904. [52]

To Let.

TO LET.

NO. 1, RIFON TERRACE IN FLATS.
No. 4, RIFON TERRACE.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.
FLATS IN MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS; PRAYA EAST.
"ROSENEATH," KOWLOON.
No. 1, CLIFTON GARDENS.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 7th June, 1904. [699]

TO LET.

A HOUSE in KNUITSFORD TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 25th April, 1904. [554]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [436]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD, Comfortable and
Airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 2nd May, 1904. [49]

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.
"LEIGHTON," THE PEAK.
Apply to—
JEBSEN & Co.
Hongkong, 27th April, 1904. [559]

THE WINE GROWERS SUPPLY CO.

THE Undersigned, having been appointed
AGENTS for the WINE GROWERS
SUPPLY COMPANY OF PARIS, are now
prepared to answer inquiries and receive orders
for all kinds of WINES and SPIRITS, at 22 and
24, Bank Buildings.

BARRETTO & CO.
Hongkong, 9th June, 1904. [703]

Intimations.



A. S. WATSON & Co.,
LIMITED.

NOTICE OF REMOVAL.

THE BUSINESS of the HONGKONG DISPENSARY is now being carried on in ALEXANDRA BUILDINGS, DES VŒUX ROAD.

The HOURS of BUSINESS of the HONGKONG DISPENSARY in its new premises are as follows:—

WEEK DAYS... 8.30 A.M. to 6 P.M.

SATURDAY... 8.30 A.M. to 2 P.M.

SUNDAY... 10 A.M. to 1 P.M.

An Assistant will be on duty at all times to dispense prescriptions.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

Hongkong, 31st May, 1904.

TELEPHONE NO. 106.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHSTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN BY AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with first-class Builders.
A large stock of Canadian Asbestos and
Asbestolite goods kept.

Agents for Messrs. Allen & Sons' Electrical
Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."
Telephone:—No. 358.
Hongkong, 3rd May, 1904.

NOTICE.

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per incense, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 11, 1904.

BIG OCEAN STEAMSHIPS.

With the arrival of the Pacific Mail liner *Mongolia*, which has now completed her maiden trip to the Orient, the opportunity is afforded of viewing the largest American vessel now in commission and the biggest craft that ever steamed into Chinese waters. The statement that she boasts 14,000 tons and 12,000 horse power does not convey much to the lay mind beyond the fact that she is a larger ship than usually enters the harbour. To go aboard, however, and make a tour of inspection is to realise the great progress which has been made during the last few years, not only in the actual building of ships, but in all the internal arrangements for the comfort of passengers and the carrying of the merchandise of the world. Fifty feet longer than the *Korea* or *Siberia*, with a net tonnage three times greater than that of the *Gallic*, this huge production of American shipbuilding was, with her sister-ship, the *Manchuria*, purchased, when almost completed, from the Atlantic Transport Company, by whom she was intended for a freighter with intermediate passenger accommodation. Much has already been written regarding details of her construction and capacity, a few further interesting particulars of which are printed in another column of this issue. She is, indeed, the leviathan of the Orient, and only 85 feet short of being the largest ship in the world—a record at present held by the White Star Line in the steamers *Celtic* and *Cedric*. The *Celtic* measures 700 feet in length, has a beam of seventy-five feet and a displacement of 37,700 tons, with a gross tonnage of 20,904 tons. The *Cedric* is the same length and breadth as the *Celtic*, but has thirteen feet more depth of hold, a displacement of 38,000 tons and a gross tonnage of 21,034. She is capable of carrying 18,000 tons dead weight of cargo. The Cunard company has two vessels building in British shipyards which are 760 feet in length and will have a displacement of 30,000 tons. These are built for speed and will be able to steam twenty-five knots an hour. They will be employed exclusively in the trans-Atlantic passenger trade. The *Celtic* and *Cedric* carry passengers, but are employed chiefly as cargo carriers, and they are operated at the comparatively low speed of eighteen knots. But now comes the news of the intention of the Hamburg-American Company to build a steamship for the same trade which, in tonnage, will outclass all of the mammoth steamships sailing under the British or any other flag. She will be considerably shorter than the two new Cunarders, although longer than the White Star liners. Her extreme length will be 715 feet, but her gross tonnage 35,000 tons. She is designed to carry 1,200 cabin and 2,388 steerage passengers, which possibly accounts for her cargo capacity being reduced to 14,000 tons. This mammoth vessel will be a floating city with a population of over 4,000 inhabitants, including crew and passengers. Surely the shipbuilders and rival owners have nearly reached the limit in the size of leviathans which they build and own; otherwise, a great change will have to be made in the docking facilities of the world.

LOCAL AND GENERAL.

THERE were 148 hours of sunshine in Hongkong last month.

DURING May 7.705 inches of rain were registered at the Observatory.

THE death rate in Hongkong during the month ended April 30th was 17.1 per 1,000 per annum.

THE next Criminal Sessions of the Supreme Court will be held on Saturday, the 18th inst., at 10 a.m.

LATER particulars concerning the murder of Captain Parr's four servants in Tibet show that the men were slowly cut to pieces.

It is notified in the *Gazette* that H.E. the Officer Administering the Government has declared the police station at She'n Shui Po a registry office for births and deaths under section 3 of Ordinance No. 16 of 1895.

A GOVERNMENT *Gazette*, extraordinary, was issued this morning proclaiming Amoy an infected port.

CHOLERA is still prevalent at Hanoi and in the surrounding villages. Official returns state that 45 fatal cases occurred in that city during the month of May.

THE German transport *Alain*, with troops aboard for Kinchoo, arrived from Bremen this morning and proceeded to moorings in the Admiralty anchorage.

PLAGUE returns for the twenty-four hours ended at noon to-day show seven cases, of which six were fatal. One of the cases yesterday was imported from Canton.

Mr. William Lamond Allardice, C.M.G., Colonial Secretary of Fiji, who is now in England on extended leave of absence, has been a pointed Governor of the Falkland Islands.

H.E. THE Officer Administering the Government has granted Lieutenant W. Nicholson, of the Hongkong Volunteer Corps, leave of absence for five months from the 15th inst.

A HEAP of shavings, sprinkled with petroleum, was discovered ablaze in the arsenal at Kronstadt. The flames were extinguished before spreading to a building filled with ammunition and pyroxylin.

THE King has been pleased to approve of the appointment of Mr. P. N. A. Jones as an official member of the Executive and Legislative Councils during the absence of the Hon. W. Chatham, or until further notice.

READERS are reminded of the excursion trip to Macao to-morrow. The s.s. *Charles Hardwin* leaves her wharf at 9 a.m. and returns from Macao at 8 p.m. Full particulars appear in an advertisement printed in another column of this issue.

H.E. THE Officer Administering the Government has appointed Dr. J. H. Swan assistant Health Officer of the Port, in subordination to the Health Officer of the Port for duties in connection with the emigration of Chinese to South Africa only. The appointment has effect from 20th May last.

THE general agent of the Canadian Pacific Railway Co's. Royal Mail Steamship Line has kindly forwarded to us a circular dealing with the fast transcontinental train service which, from the 18th inst. will be increased. Two trains will be run each way between Vancouver and Montreal during the summer season.

AT Stamford Bridge (London) A. Shrub ran five miles in 24min 35.2 sec, the world's record. A. Shrub, of the South London Harriers, now holds most of the records from one to ten miles. The previous amateur five-mile record was 24min 53.3 sec, made by Sydney Thomas, of the Ranelagh Harriers, at Romford, September 24, 1892. The professional record is 24min 40sec, by J. White, in 1863.

LADY Campbell Clarke has given £10,000 to the Newspaper Press Fund for the establishment of pensions.—Lady Campbell Clarke, formerly Miss Annie Levy, is a daughter of the late Mr. J. M. Levy, one of the founders of the London Daily Telegraph, and sister of Lord Burnham, now principal proprietor of the paper. She married, in 1870, Mr. Campbell Clarke, then a librarian at the British Museum, who afterwards joined the staff of the Daily Telegraph, and was from 1871 till his death, in 1902, resident correspondent of that paper in Paris. He was knighted in 1897.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st ult., as certified by the managers of the respective banks, are published in the *Gazette*.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,	\$3,498,727	\$2,200,000
Hongkong and Shanghai Banking Corporation,	12,400,621	7,000,000
National Bank of China, Limited,	366,283	150,000
Total,	\$16,265,636	\$9,350,000

THE steamer *Lake Megantic*, which is to proceed round the world under charter to British manufacturers, as a floating exhibition, is an old vessel, built in 1844. Her gross register is 5,115 tons, and her net is 3,243 tons, and she is therefore a pretty ample carrier. She carries full samples for about 150 trades. The orlop deck contains the heavy goods, and is a kind of machinery hall. The main deck is devoted to the handling of samples, the saloon, stretching practically the whole length of the vessel, is the principal exhibition hall. The pressed objects of the promoters of the floating exhibition are described as follows:—

1. The promotion of inter-Imperial commerce. 2. The personal introduction of the seller to the buyer. 3. To provide a means by which British manufacturers can fully investigate the peculiar conditions and requirements of individual markets. 4. The advertisement of British industries by bringing to foreign and colonial ports a representative exhibition of British manufactured articles. The itinerary of the ship is as follows: London, Halifax (Nova Scotia), St. John's (New Brunswick), Canadian ports, West Indian Islands, South Africa, Mauritius, Bombay, Colombo, Madras, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Nagasaki, Yokohama, Amoy, New Zealand, Buenos Ayres, Monte Video, Rio de Janeiro, West Africa, and then to the Cape of Good Hope, and back to London.

Y. M. C. A.

NEW ROOMS OPENED.

• The young men of Hongkong are called upon to put their shoulders to the wheel and make the local branch of the Y. M. C. A. the great success that it deserves to be. Last evening the movement was given a fresh impetus when the new rooms of the Association, on the top floor of Alex. Leira Buildings, were formally declared open and the aims and objects of the society fully explained to a large company of ladies and gentlemen. Those present included H. E. the Officer Administering the Government, and Mrs. May Capt. M. K. Hodgson, A.D.C., Mr. R. A. B. Ponsonby, private secretary, Bishop and Mrs. Hoare, Major L. J. Dopping, Hepenstall, Major and Mrs. Benson, Hon. and Mrs. G. St. John Stewart, Hon. and Mrs. L. A. W. Barnes-Lawrence, Rev. and Mrs. Pearce, Mr. F. B. L. Lowley Rev., Mrs. and Miss Hickling, Mr. H. W. Louker, Mr. J. W. C. Bonnar, Mr. T. C. Gray, Mr. Hancock, Rev. and Mrs. France, Rev. Bridie, Rev. Routledge and many others. The receiving committee was—Messrs. G. E. Woodward, R. Piercy, A. S. de Coustaud, W. T. Wright, C. C. Routledge, and Rev. W. J. Southam (secretary).

In opening the proceedings, the Rev. W. J. Southam explained that they were met together under the auspices of one of the most remarkable organisations which the nineteenth century had produced. He then proceeded to give a short review of the Y. M. C. A. movement, started sixty years ago in the private room of young George Williams, now Sir George Williams, and, turning to the branch in Hongkong, said that four and a half years ago it was his privilege to come here for the purpose of organising Association work. Proceeding along the lines of least resistance, the result was a flourishing Chinese Association, which has now 240 members, and which, during the past eight months, has had an enrolment of 250 in its evening educational classes. Plans were being made for organising a College Association among the Chinese students, and only a few weeks ago a petition was received from Hongkong, with 105 signatures, mostly of workmen, asking for an organisation among the 10,000 young men there. Referring to the European department, with which they were concerned that evening, the General Secretary alluded to the hearty co-operation that had been exhibited in bringing about the position of that department, which, at present, had a membership of 126. While realising that there were many problems yet to be solved, they were ready to endeavour to fulfil the purpose of the Young Men's Christian Association—the all-round development of men, the carrying out of which involved religious, social, physical and intellectual work. Regarding religion, they considered it of paramount importance and the rock upon which the work was founded. Attractive weekly meetings, Bible classes and wholesome manly companionship of Christian men had been planned, but no man need fear that he was going to have religion pushed down his throat. They trusted that there would be no namby-pambyism, and their conception of a religious man was that of a clean, square man measuring up in some degree to the Divine Man. Then as to social work, they were planning to have "At Homes" with popular talks, receptions and indoor games. There was a billiard-table and musicals, and also in this connection furnished bed-rooms and a dining-room. In other words, they wanted to make the place a home for those away from home. Swimming, tennis, cycling, football or any other outdoor sports for which there might be a demand would be encouraged and planned for, while a gymnasium would be a great boon if some philanthropist would provide them with one. As to the intellectual work, educational classes would be formed in such subjects as French, German, Chinese, or whatever there might be a demand for. During the past three months they had had a class for the study of colloquial Chinese, which had been conducted by Rev. William Bridie and a Chinese teacher, and which had been attended on an average by 15 students. There would also be popular lectures on science, art and literature and questions of the day. A literary society and debating club, and a camera club would also have their place in the intellectual development, while there was also a reading-room well equipped with most of the best magazines and papers of Great Britain and North America. In fact, they intended having an organisation which would command the respect and support of the business men of the community and to which no man need ever feel ashamed to come. They desired to strengthen the weak, to unite them with the strong, and to help develop a sentiment in favour of clean, manly, God-like manhood. (Applause.)

The Hon. Gershom Steward followed with a helpful address, in which he gave it as his opinion that if they desired to encourage membership they should not endeavour to force religion down people's throats too strongly at the start. They should get their men in and let them shake themselves into the ranks to which their natural proclivities inclined them. Some would gravitate towards athletics, some to more active religious observances, some to the library and intellectual enjoyment. We have little intellectual life here, he said, and the Odd Volumes Society, which is the only organized body devoting itself in that particular direction, has been kept alive by Mr. Pollock. A literary and debating society might be a useful thing, and if they developed their institution at all points the religious side of it would naturally benefit. They should not let a youngster think that he must go to a religious service because he came to their rooms. Leave him alone and he would take part all right when he felt drawn towards it. Besides, some were more sensitive than others, and to parade the secrets of the heart to the public was to "come naturer," intolerable. Besides, they wanted the place to be self-supporting, and did not want to be taken advantage of by those who would come and then go. They would be happy to have them, but they would not be taken advantage of.

During the evening songs were given by Mrs. Gordon and Mr. J. H. Edwards, the accompaniments being played by Mr. A. G. Ward. After light refreshments had been served the company dispersed shortly after eleven o'clock.

might consider the advisability of making it also a ready-money club. Chits are a relic of old days, he said, when folks had to carry lumps of silver. They have served their purpose, and nowadays have often ill-effects, for many a youngster finds at the end of the month that he has spent more than he ever intended to. There might be some system of men keeping a deposit with the secretary, if they did not want to carry money about with them. With the object of the institution there could be nothing but entire and hearty sympathy and approval. It was only with regard to the best way to attain the object it had in view that there could be any possible difference of opinion, and it was in the hope that the points he had brought forward might help to elucidate possible difficulties which they might be called upon to face that he had ventured to touch upon them. All thinking men who knew the pitfalls and temptations which beset the footsteps of young men at all times and in all places—and nowhere were they more plentiful than in the Fast—would in spirit give the institution their hearty support. He, personally, had every hope that, under the enlightened body of directors and under the liberal-hearted and genial influence of their General Secretary their efforts would meet with unbounded success. In the widest spirit of charity and good fellowship, one man towards another, he felt sure they would pursue their course, and in years to come be hoped and believed that those who founded the institution would have the satisfaction of feeling that their labours had been rewarded and that the seed sown that night had been blessed with much good fruit. From his heart he wished the Y. M. C. A. God-speed and much prosperity. (Applause.)

H.E. the Officer Administering the Government alluded to the fact that when they were considering the question of inaugurating the association the subject of its name came under discussion. It was suggested that if they dropped the word "Christian" out of the name they might find it easier to get young men to join them. After full consideration they determined to retain the word. Why, he asked, should we have dropped it? All they asked from any one who might join them was respect for Christian morality. And was it not worthy of respect? Was there anything to be ashamed of in it? Had not Christianity done much for the world; much for the British Empire? No man need be ashamed of giving his moral support, if he could give no other, to an institution bearing the name of Christian. And in these later days Christianity wanted their support. Christianity had never known how to repel the attacks of those who assailed her openly with the naked sword of unbelief, but the attacks of those who stabbed her in the back with sneers and gibes and scoffings were more difficult to deal with. He asserted that in the be-littling of religion there was national danger, and said that armies and navies were not worth much without a nation of steadfast, earnest and honest men to wield them. In conclusion, he welcomed them to the building and remarked that in Mr. Southam and Mr. Routledge they had two men eminently fitted for the work in hand, and to whom their thanks were due, and especially to Mr. Southam, for all the work they had done. They were also indebted to the International Committee of the Y. M. C. A. of North America, which is partly a British and partly an American institution, for helping the branch by sending the Revs. Southam and Routledge. The direction had, at great expense, taken and fitted up the rooms, and the members should not forget that the real abode, for which Mr. Southam and himself were directly responsible amounts to no less than \$10,800 a year. It was for them to put their shoulders to the wheel and make the association a success. They could do so by assisting the management in practising economy and, by their conduct and example, making the association so popular that it would speedily gain in membership. He felt sure that a good work had been done that night for the Colony and the country for the association of a body of sober-minded, earnest men constituted a centrifugal force the influence of which would be widely felt. (Applause.)

During the evening songs were given by Mrs. Gordon and Mr. J. H. Edwards, the accompaniments being played by Mr. A. G. Ward. After light refreshments had been served the company dispersed shortly after eleven o'clock.

AT THE THEATRE.

"THE HARBOUR LIGHTS."

The Stanley Opera and Dramatic Company gave its second performance yesterday evening at the Theatre Royal, *The Harbour Lights*, a popular drama holding the boards. Taking into consideration the fact that the majority of the community cannot be expected to become enthusiastic theatre-goers at this season of the year, the audience was a good one. The performance may be said to have been satisfactory, the acting of the troupe provoking on several occasions demonstrative applause from the spectators. There was a marked advance on the first evening, though there is undoubtedly room for still further improvement. It would be unjust to signal out any particular member of the company for special praise as the all-round effort of the actors to do better than on Thursday evening was all-evident. The orchestra also gave proof that more care and attention was being displayed than at the preceding performance. Another popular drama, *East Lynne*, will be staged to-night, which, if the company continues as at present, will be well worth a visit, notwithstanding the heat of our unappreciatedly constructed play-house.

The four sons of Marshal Sou, who was recently liberated after a prolonged confinement in the prison of Peking, are being educated at the college at Hanoi by the French Government, and did not want to be taken advantage of by those who would come and then go.

THE "MONGOLIA" AT HONGKONG.

THE LARGEST LINER IN THE EAST.

The s.s. *Mongolia*, Captain John H. Rinder, the largest vessel that has ever anchored in our harbour arrived to-day from Manila. She is a magnificent, new twin-screw steamship, and was delivered on February 15th at Newport News to the Pacific Mail Steamship Company by the builders, the New York Shipbuilding Co. of Camden, N. J., in Hampton Roads, and she will now make the regular run between San Francisco, Honolulu, Japan, China, Manila and Hongkong.

It may not be generally known that she is the largest ship that to this date has been built and completed by an American shipyard. The principal dimensions of the steamer are: Length, 616 feet; breadth, 65 feet; depth, 51 feet 3 inches; and her gross tonnage in 13,639, while her displacement is 25,530 tons. Her dead-weight carrying capacity is 14,000 tons. She will accommodate about 450 first-class passengers, 1,300 steerage and will carry a crew of about 250. On her trial trip she exceeded her contract speed by more than one knot. She was expected to average 19 knots and will probably do it, making the fastest ship on the Pacific.

The saloon, which has a seating capacity of 216, is finished in panelled oak of a dark green shade. The music room, located immediately above the saloon, is finished in white and gold. Immediately aft of the music room is the social hall, finished in old English oak.

The first cabin accommodations are all located on the upper and promenade decks. The *Mongolia* having been specially constructed for service on the Pacific the arrangements for ventilation are unexcelled. Forward are the steerage accommodations for Europeans, special rooms being provided for males, females and married couples. In this portion of the ship are also located the white crew's accommodation. The extreme after portion of the ship is assigned to the Asiatic crew and steerage passengers. The *Mongolia* has a double bottom, used for either fresh or salt water, and the hull is divided into seven water-tight compartments, making the ship practically unsinkable. She is also fitted with a new form of chemical disinfectant and fire extinguisher, reaching every portion of the ship, by which a fire, should there be one, can be instantly extinguished.

The propelling machinery of the vessel consists of two sets of quadruple expansion engines, to carry a boiler pressure of 215 pounds to the square inch. The indicated horse-power is about 12,000. The boilers are eight in number, four double and four single ended, both 14 feet 8 inches in diameter and the former 20 feet and the latter 11 feet in length.

The Captain of the *Mongolia*, who for many years has been the popular commander of the steamship *Coptic*, formerly on the run between San Francisco and the Orient, is known to practically all who have to travelled between San Francisco and the Far East. The Pacific Mail Steamship Co., (except as mail carriers) unaided by any Government assistance, is to-day working the largest fleet of American bottoms of any single line.

The *Mongolia's* keel was laid on June 7, 1902, and she was launched on June 23, 1903. Upon leaving Norfolk, Va., some weeks ago she had on board 8,300 tons of coal. Under its weight the trip down the Atlantic and through the Straits of Magellan was made in good condition. The journey through the straits was made in twenty-four hours and thirty minutes. Upon emerging from the straits into the Pacific a gale was encountered, but the great bulk of the *Mongolia* made the storm seem insignificant, and no inconvenience was noticed on board. The long trip was otherwise in pleasant weather. Her seaworthiness, according to Captain Rinder and Chief Officer Hitchfield, is something worthy of note. "Throughout the long trip from Norfolk, Va., the big steamer never rolled or plunged."

The *Mongolia*, is shortly to be followed by her sister ship, the *Manchuria*, and the Pacific Mail Steamship Company's trans-Pacific fleet will then consist of the *Mongolia*, *Manchuria*, *Korea*, *Siberia* and *China*, aggregating some 57,000 tons in all.

KRUGER'S ILLNESS.

HIS AFFAIRS ARRANGED.

There is now ample evidence that the condition of ex-President Kruger has been, and still is, much more serious than has been acknowledged. "His powers have quite collapsed since the beginning of April," says a writer. "The least exertion brings about such a sudden flow of blood to the head as unbaptism to make the end possible at any moment. One or other of the two nurses specially engaged from Paris is always in attendance, and he is now even denied that consolation which he has always cherished, for he can no longer read his Bible, and is impatient of others reading the Scriptures to him." "The end," continues the letter, "may come just suddenly. Mr. Kruger will not go unprepared, however. He arranged all his affairs last December, but no one knows as yet his wishes as to the place of his burial. We all know that he would like to be taken to Pretoria, but he would neither ask himself nor allow others to ask for him any favour such as this would be from the British authorities."

SHIPPING AND MAILS.

MAILS DUE.

French (*Nankin*) 15th inst.
Indian (*Catherine Apcar*) 14th inst.
Canadian (*Empress of India*) 14th inst.
Indian (*Namanga*) 21st inst.
Canadian (*Albatross*) 28th inst.

The C. & M. Co's. *Perla* left Manila on Friday, at noon, and is due here on Monday, at daylight.
The C. P. & Co's. *Empress of China* left Yokohama p.m. on 10th inst., for Victoria and Vancouver.
The M. & Co's. *Yarra* left Singapore on 8th inst., and is due here on Monday, at daylight.

TELEGRAMS.

(Reuters.)

The United States and Morocco.

LONDON, 9th June.

A guard of American Marines has been landed at Tangier.

LATER.

It transpires that only two Marines have been detailed to guard the American wife of the Belgian Minister, who is living in an isolated house.

The War.

A Belgian Legation telegram from Liaoyang received in St. Petersburg says the Chinese report that the Japanese on the 6th instant made several simultaneous land and sea attacks on Port Arthur and were repulsed with severe loss.

Attack North of Feng-hang-cheng.

General Kuropatkin reports that a Japanese brigade attacked Saimachi, North of Feng-hang-cheng, on the 7th instant. In view of the numbers of the enemy, the Russians retired losing 100 killed and wounded.

Great Britain and Austria.

The Archduke Frederick, on behalf of the Emperor Franz Joseph, has presented the King with the baton of a Field-Marshal in the Austrian Army. The Archduke, who has everywhere been received with the greatest cordiality, will review the first Army Corps at Aldershot to-morrow.

P. M. S. S. "ALGOA" ASHORE.

The Pacific Mail Steamship Company kindly inform us that they are in receipt of telegraphic advice from San Francisco to the effect that the P. M. S. S. "Algoa" arrived at that port on the 7th inst., that she went ashore at Point Bonita, and was almost immediately floated again, slightly damaged, the cargo being sound.

COMMERCIAL UNION ASSURANCE CO. LTD.

Following is the forty-second annual report of the above company:—

FIRE DEPARTMENT.

The net premiums for 1903 amounted to £1,771,820, being an increase of £31,768 as compared with the year 1902, and the losses paid and outstanding to £602,759 or 4.87 per cent. of the premium income.

From the profits of this department the sum of £100,000 has been carried to profit and loss; and after providing for outstanding losses, the fire fund stands at £1,781,576 as against £1,538,971 at the same time last year.

LIFE DEPARTMENT.

The new business of the year consisted of 1,122 policies assuring £954,780, while the new premiums included in the account amounted in gross to £52,619.

The claims by death, £142,519, were within the amount expected.

Notwithstanding the quinquennial payments of £118,363 in respect of profits to policy-holders and shareholders, the life fund at the end of the year showed an increase of £26,817, and stood at £3,619,089.

MARINE DEPARTMENT.

The net premiums received were £31,684 and the net losses paid and outstanding amounted to £113,147.

From the profits of this department the sum of £20,000 has been carried to profit and loss; and, after providing for outstanding losses, the marine fund stands at £485,094 10s. 11d.

ACCIDENT DEPARTMENT.

The net premiums received amounted to £117,558, and the losses paid and outstanding to £55,825.

PROFIT AND LOSS.

This account has been closed, with a balance of £169,998 13d. 0s. and out of that amount the directors recommend:—

(a) The payment of a dividend of twenty-five shillings per share (free of Income Tax), making, with the interim dividend of fifteen shillings paid in November last, forty shillings per share for the year 1903 ... 62,500 od. 0s.

(b) The provision for an interim dividend on account of the year 1904, of twenty shillings per share to be paid on the 4th November next ... 50,000 od. 0s. leaving a balance to be carried forward of ... 57,498 13d. 0s.

£169,998 13d. 0s.

The following directors retire this year by rotation:—Messrs. Barclay, Campbell, Colman, Guthrie, M.P., Trower, and Field-Marshal Sir Henry W. Norman, and, being eligible, they will be proposed for re-election.

Messrs. Mackenzie, Moore, F.C.A., and Fairbairn, C.A., again offer their services as auditors.

By order of the Board,

HENRY MANN,

Secretary.

19th April, 1904.

Le Matin, the Paris daily newspaper, states that 85 genuine plans of the Toulon fortifications have reached M. Cambon, the French Ambassador in London, after passing through the hands of two Italians who have been acting as spies for several Powers, including Germany. General Andre, the French Minister for War, has ordered an inquiry concerning the stolen plans of the fortresses at Toulon, Cherbourg, and Brest. A spy named Tragola revealed the thefts to the London correspondent of Le Matin.

THE WAR.

SAIMACHIH AND SIUYEN OCCUPIED.

Mr. M. Noma, Consul for Japan, has forwarded to us the following official telegram:—

Tokyo, 10th June, 7.40 p.m.

General Kuroki reports that a detachment occupied Saimachih on the 7th inst.

Our casualties were three men killed and 24 men wounded.

The enemy left 23 killed on the field, besides two officers and five men who were taken prisoners.

General Kuroki's army, co-operating with the forces that landed at Takushan, occupied Siuyen on the 8th inst., driving the enemy towards Tomucheng and Kaiping.

The enemy consisted of 4,000 cavalry with 6 guns.

Our casualties were three men killed, and one lieutenant, one sub-lieutenant and 28 men slightly wounded.

THE FRENCH FLEET AT HONGKONG.

The second division of France's Far Eastern Squadron arrived here this morning and exchanged salutes with the port. The fleet consists of the cruisers *Châteaurenault*, flagship of Rear-Admiral Fauque de Jonquière, in command, and the *Passat*, the gunboat *Decidie*, and two destroyers. The division will probably remain in our port during several days, as the Rear-Admiral in command will most likely inspect the French naval units now patrolling the Canton and West Rivers.

RESUMPTION OF PROPERTIES.

EFFECT OF THE PUBLIC HEALTH ORDINANCE.

The owners of sections H, I, and L of Inland Lot No. 78A and sub-section 1 of section Q of Inland Lot No. 78A have received notice that the Governor in Council having decided that the resumption of the property, upon which stand Nos. 1, 3, 5, 7, 11, 13 and 15, On Wo Lane, and Nos. 23, 25 and 27, Gough Street, and No. 17, On Wo Lane, is required for a public purpose, and private negotiations for the purchase thereof having (in the opinion of the Officer Administering the Government) failed, the property, and all rights, easements and appurtenances thereto belonging or appertaining will be resumed by the Crown for a public purpose on the expiration of four months from the 10th inst., and that thereupon such compensation in respect of such resumption will be paid as may be awarded in the manner provided by the Crown Lands Resumption Ordinance, 1900.

THE STRAITS CHINESE

AND REFORM.

THE TOWCHANG QUESTION.

The Chinese Literary and Debating Society held its fortnightly meeting at the Captain China's gardens at Kuala Lumpur on 28th ult. A large gathering was present, and evinced the greatest interest in the proceedings. The subject for debate was "That this House is of opinion that the first step towards reform lies in the cutting of the queue." Dr. Grah. Lean Tuck, president of the society, occupied the chair, and in a brief speech introduced the subject and called upon Mr. Loke Thye to open the discussion.

Mr. Loke Chow Thye said the matter was one of extreme importance to the Chinese, and feared he would meet with strenuous opposition, in consequence of the prejudices of an overwhelming section of the Chinese community. He narrated details of the Manchu conquest, and showed how the *touchang* was introduced, emphasizing the fact that it was a sign of slavery. Being on British soil, he said, they were privileged to discuss the subject but if they were in China the possession of their heads would probably be discussed by the Government instead of the possession of their queues. That being so, they should not hesitate to act up to their convictions. The cutting of the queue did not imply any foregoing of their race—Chinese would always remain Chinese. They had the example of most enlightened Eastern nations—Japan before them. Everyone recognised the inconvenience of the *touchang* and he thought the cutting it off would be the first step towards reform.

Mr. Cheah Hoon Teat opposed, and thought that the cutting of the queue was the last rather than the first step towards reform. Education was of far more importance to them; the cutting of the queue would not improve the situation in China on any point.

IMPORTANCE OF BEING EARNEST.

Mr. Foo Wha Cheng supported the proposal, and delivered a discourse lasting an hour. He surprised his audience by offering to have his queue cut off as an incentive to others. He knew that his mother would be sorry when she heard the news, but he meant what he preached, and was going to show them.

Several other gentlemen spoke for and against the proposal, and then came a most interesting question.

DEEDS NOT WORDS.

The President asked Mr. Foo Wha Cheng whether in his seriousness he meant to have his queue cut off. The reply being in the affirmative, Dr. Tuck, in a solemn declaration said that in the name of reform, and as President of the Society, he would perform the ceremony. The queue was then cut off amid acclamation. As showing his great respect for Mr. Foo Wha Cheng he kept before him the proceedings being very solemn.

A ballot being taken 18 voted for, and 17 against the motion. The President, in announcing this result, commended Mr. Foo Wha Cheng, who was the recipient of many congratulations.—*Straits Times*.

MASONIC.

At a meeting held last evening, the following officers were elected to a new District Grand Lodge to be worked under the Scottish Constitution:—District Grand Master, Wor. Bro. Dr. G. P. Jordan; District Grand Deputy Master, Wor. Bro. L. Mallory; District Grand Substitute Master, Wor. Bro. F. Howell; District Grand Senior Warden, Wor. Bro. J. Dickie; District Grand Junior Warden, Wor. Bro. J. I. Andrews; District Grand Secretary, Wor. Bro. H. Horley; District Grand Treasurer, Wor. Bro. J. A. Tarrant; District Grand Chaplain, Wor. Bro. H. T. Jewitt; District Grand Senior Deacon, Wor. Bro. H. B. Bridger; District Grand Junior Deacon, Wor. Bro. C. F. Focken; District Grand Architect, Wor. Bro. G. A. Watkins; District Grand Director of Ceremonies, Wor. Bro. W. C. Clare; District Grand Director of Music, Wor. Bro. C. J. Tyndale-Lea; District Grand Inner Guard, Wor. Bro. J. Lochead; District Grand Standard Bearer, Wor. Bro. T. Spafford; District Grand Sword Bearer, Wor. Bro. P. D. Hyett; District Grand Bible Bearer, Wor. Bro. W. Farmer; District Grand Tyler, Bro. J. Vanstone; District Grand Stewards, E. A. Earby, J. L. Cotter, F. Last, P. Jackson, J. W. Graham, and D. Harvey.

THE "CHINGTO" CHINESE.

SENTENCED TO SIX MONTHS.

The Chinese who arrived at Port Darwin recently by the steamer *Chingto*, and were rejected by the Commonwealth authorities because they failed to prove evidence of domicile, and subsequently were forcibly landed by the State Government on the grounds that they were *bona fide* holders of State exemption certificates, appeared at the police court to answer a charge of being prohibited aliens under the Alien Restriction Act of 1901.

The pleaded guilty, and were sentenced to six months imprisonment, and ordered to pay costs, amounting to 12s 6d each.

DALNY.

THE FAR EAST CITY OF MAGNIFICENT FUTURES.

On that old Talienwan Bay, which we used to hear so much about when Russia began negotiating with China for a "lease" of the Liaoting Peninsula, the Japanese troops will find one of the most extraordinary cities in the world. We are accustomed to the ruins of past glory; we know the cities of the dead—the streets that once hummed with life, and now stand grass-grown and silent. We have heard of a "rose-red city, half as old as time." But Dalny is a ruin of the future. It is a city of the unborn. Its streets are to hum with life still hidden in the womb of time, and it is grass-grown and silent through waiting for a glory that is still to come.

BUILT TO ORDER.

The city is the creation of despotic power. We all know the story of the St. Petersburg and Moscow railway—how a Tsar took a ruler and drew a straight line from point to point and the route the railway should follow. Dalny was created in a similar spirit. The great Trans-Siberian railway was begun only thirteen years ago. From the first it was obvious that a warm-water port was essential to its prosperity. Some point on the Liaoting promontory was the only possible terminus, for Russia could not remain satisfied with Vladivostok, which is ice-bound about half the year. That was why she refused to allow Japan to keep the district after her triumph over China in 1904, and that was why, having "leased" the whole peninsula from China for twenty-four years, she began fortifying Port Arthur as though for all eternity. Having got the fortifications well in hand, she next turned her attention to a commercial port. By the terms of the "lease" Talienwan Bay was to be free to all nations, and it was there, accordingly, that the Tsar decreed the creation of Dalny.

The Ukase ordering the city to arise was issued in 1899. It was M. de Witte's doing, and but for the present war, to which he was so strongly opposed, even the enormous expenditure that he authorised would probably have justified itself within the next five years. The original estimate for laying out the town was £3,000,000, but that sum has probably been far exceeded already. M. de Witte's idea was to create a splendid city as the terminus of that branch of the Siberian railway, which is called the Chinese Eastern Line.

The railway was to issue upon a harbour, open at all seasons, and capable of containing all the merchant vessels that would bring goods to Siberia from Japan, America, or Europe, and take Russian and Chinese exports away. It was to be the rival of Hongkong and Shanghai, nor was there any other place north of those ports that could compare with Dalny for future advantages. Even Newchwang is ice-bound for four months in winter, and it could never hope for such independence in the matters of railway and position.

A CITY OF SILENCE.

Accordingly, the creation of the city terminus began. It was called Dalny, or "Far Away," and the intention was to make it a real city of the future. Splendid streets and boulevards were laid out, public parks were designed and planted, an elaborate system of sewage and water supply was instituted. Two dry docks were dug, moles and breakwaters built, an esplanade constructed on ground that was under water three years ago. Each Great Power has an avenue named after it, conducting the pious traders to their national churches, so that in England Avenue, for instance, they may be sure of finding an Anglican church at the end. A special Chinese quarter has been laid out with a theatre of its own, and in the official quarter there are even some houses. But for these official residences, and of few others, it is a city of desert streets, empty parks, desolate public drives. The telegraph and telephone are in perfect order, but there is no one to speak through them. The boulevards are superb, but there are no houses on each side. Every prospect pleases, and even man is not vile. There are no men as yet. It is a city of magnificent futures.—*S. F. Press*.

THE N.D.L. POSTAL SUBSIDY.

The general agent of the N.D.L. Company in Australia writes to a Sydney paper as follows:—

The N.D.L. Line, according to the new mail contract, receives £274,000 annually from the German Post-office, for which it keeps up:—

1. A fortnightly mail service to the Straits, China, and Japan, that is, 26 trips out and 26 trips back. According to the new stipulations the speed between Naples (where the mails are shipped and landed), and the China ports must be 14 knots, and between China and Japan 12.6 knots.

2. Three-weekly to monthly mail services to Australia, that is from 15 to 17 trips out and 15 to 17 trips back. According to the new stipulations the speed between Naples and Adelaide must be 13.5 knots.

3. A six-weekly mail service between Sydney and Singapore, via German New Guinea, i.e., nine trips out and nine trips return.

The total annual mileage of these services is 1,150,396 knots for which the Imperial German Post-office pays the N.D.L. Line £274,000 or 4s. 9d. per nautical mile, for a 13.5 to 14 knot service, and not 6s. 8d. per mile for a 12-knot service, as Mr. Anderson is reported to have stated.

I may mention that the value of the postal remuneration is reduced considerably on account of the costly mail service, which has to be kept up to German New Guinea from Sydney and from Singapore.

EARTHQUAKE NEAR MANILA.

The meteorological bureau reported a series of slight earthquakes in the vicinity of Manila on Sunday night shortly after 7 o'clock and continuing till after 10. It is not known if the disturbance was general throughout the islands or not. The official report of the shock is as follows:—

Last night, at 7h. 15m. 20s., a slight and almost instantaneous earthquake made itself felt. The direction of the horizontal movement was NW. SE. We do not yet know whether the disturbance had a merely local character as the telegrams have not arrived from the provinces. The perceptible movements have been preceded by some microseismic shocks at 7h. 2m. 12s. p.m. Also after the principal disturbance some microseismic shocks of considerable importance followed, at 7h. 32m. 33s.; 7h. 44m. 32s.; 8h. 26m. 24s.; 9h. 14m. 33s.; 10h. 13m. 48s.; 10h. 28m. 26s. The strongest of these was the disturbance at 9h. 4m. 33s. In all these movements the vertical component was of relatively great amplitude.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report, of yesterday's date, Messrs. Benjamin, Kelly and Potts write:—

The market has ruled quiet during the past week and the small business done has not altered rates to any extent.

Banks.—Hongkong and Shanghai Banks have not been dealt in and shares are on offer at \$665. The latest London quotation is £86 10/- Nationals have been negotiated, and further shares are wanted at \$38.

Marine Insurances.—Unions have been done at the reduced rate of \$340. China Traders are required for at \$61, after-sales at \$60. North Chinas have again been sold at Tls. 61. Cantons have declined to \$212 at which rate business has been transacted.

Fire Insurances.—Hongkong Fires remain in demand at \$310. China Fires have found buyers at \$364, and now close at \$37.

Shipping.—Hongkong, Canton and Macao Steamboats have been booked at \$30 and close in further request. Owing to forward shares offering freely from Shanghai. Indo-Chinas have weakened on time, but the cash rate is steady at \$118. The dividends paid by the Company during the past ten years have been as follows:—

1894—8 per cent., 1895—8 per cent., 1896—10, 1897—5 per cent., 1898—5 per cent., and bonus 2 per cent., 1899—6 per cent., and bonus 2 per cent., 1900—10 per cent., 1901—10 per cent., 1902—5 per cent., 1903—5 per cent. China and Manilas are somewhat weaker and are obtainable at \$26. Douglas Steamships have changed ownership at \$36. Star Ferries (old issue) have receded to \$23. Shell Transports are in the market at 25/- Shanghai Tugs have changed hands at Tls. 47 for the ordinary; the preference shares are offering at Tls. 46.

Refineries.—China Sugars have been disposed of at rates between \$162 and \$166 and close steady at \$163. Perak Sugars have been bought at Tls. 60.

Mining.—Raub remains quiet and are to be had at \$7. Chinese Engineering can be procured at Tls. 7.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are easier and there are sellers now at \$214. After sales at Tls. 156, Farnhams dropped to Tls. 154 but quickly recovered and shares are now in demand at Tls. 155. Kowloon Wharves are steady at \$109. Hongkew Wharves have improved and are wanted at Tls. 150.

Lands, Hotels and Building.—Hongkong Lands are still on offer at \$157½. Shanghai Lands have hardened and can be placed at Tls. 110. Hongkong Hotels have been done at \$137, closing quiet. Astor House Hotels have been fixed at \$35 and \$34. Hotel des Colonies are quoted at \$134 ex the dividend of 8½ p.c. and paid in Shanghai on the 28th ultimo. Humphreys' Estate have been negotiated at \$124 and \$123.

Cotton Mills.—Nothing doing.

Cigar Companies.—Saimais have been purchased at Tls. 394 and Tls. 60 closing with further buyers at the higher rate.

Miscellaneous.—Green Island Cements have changed hands at \$30 and \$29, and more shares are required for the latter figure. A. S. Watsons have been parted with at \$13 and \$13½. Electric (old issue) have found investors at \$14: the new shares remain in demand at \$7½. China Providents have again been dealt in at 10½. Hongkong and Chinas Gas shares are wanted at \$160 after sales at the rate. Hongkong Ice has been placed at \$125. Hall and Holt have been done in Shanghai at \$38 and are still asked for. Central Stores are wanted at the improved rate of \$21, and the founder shares have buyers at \$100: the new shares (\$7½ paid up) have been done at par. Langkats have advanced to Tls. 312 and are wanted.

RICE.

Messrs. W. G. Hale & Co., writing from Saigon, on 3rd inst., report that the effects of the hurricane of 1st May continue to be felt by their rice market: arrivals of paddy from the interior hardly cover mills' present requirements and are held by dealers at exorbitant prices. The quality of paddy coming to market is indeed a poor one, and shows any amount of yellow grains. The appearance of these yellow grains will likely go on increasing as the season will advance, stocks in the interior having been all more or less flooded and soaked. Prices continue to keep high and firm.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	100/11 1/2
Do. Demand	100/11 1/2
Do. 4 months' sight	100/11 1/2
France—Bank T.T.	100/11 1/2
America—Bank T.T.	100/11 1/2
Germany—Bank T.T.	100/11 1/2
India T.T.	100/11 1/2
Shanghai—Bank T.T.	100/11 1/2
Japan—Bank T.T.	100/11 1/2
Singapore—Bank T.T.	100/11 1/2
Jaya—Bank T.T.	100/11 1/2
Buying.	
4 months' sight L/C.	100/11 1/2
30 days' sight San Francisco & New York	100/11 1/2
4 months' sight do.	100/11 1/2
30 days' sight Sydney and Melbourne	100/11 1/2
1 months' sight France	100/11 1/2
1 months' sight Germany	100/11 1/2
Bank of England rate	100/11 1/2

OPUM QUOTATIONS.	
To-day's quotations are as follows:—	
Malwa New	@ 95/000
" Old	@ 103/1,880
" Older	@ 1,100/1,080
" Oldest	@ 1,190/1,250
Batavia New	@ 1,190
" Old	@ 1,220
Bencares New	@ 1,135
" Old	@ 1,175
Perdan "Paper"	@ 900 1/2

To-day's Advertisements.

THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY.

FOR FEW NIGHTS ONLY.

FANNY STANLEY'S COMICOPIERA & DRAMATIC COMPANY, 25 ARTISTS. 25 ARTISTS. IMMENSE SUCCESS. IMMENSE SUCCESS.

TO-NIGHT (SATURDAY), June 11th.

The Emotional Drama in 5 Acts, "EAST LYNNE."

Miss FANNY STANLEY in her grand impersonation as Lady ISABEL and Madame VINE.

MONDAY, June 13th, Comic Opera, "LA MASCOTTE."

TUESDAY, June 14th, Comic Opera, "MILK AND OIL."

in its entirety.

WEDNESDAY, June 15th, Comic Opera, "THE NAUTCH GIRL."

All New Scenery, New Costumes, &c.

BOX PLAN ROW OPEN AT ROBINSON PIANO COMPANY.

Prices ... 3 and 1 Dollars

Doors Open 8.30. Overture 9 P.M.

Late Tram will run after each performance, also Launch for Kowloon.

Representative, T. EMPSON.

Hongkong, 11th June, 1904. [719]

IN THE SUPREME COURT OF HONGKONG.

(PROBATE JURISDICTION).

IN THE MATTER OF THE ESTATE OF DAVID OESTMANN, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 9th day of September, 1904, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 10th day of June, 1904.

ARATHOON SETH,

Official Administrator.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"MONGOLIA."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 17th instant will be subject to rent.

All Claims must be sent in to me on or before the 20th instant or they will not be recognized.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 11th June, 1904.

To-day's Advertisements.

EXCURSION TO MACAO TO-MORROW, (SUNDAY), 12TH INST.

THE New and Fast Steel Twin-screw Steamer

"CHARLES HARDOUN,"

1,400 tons, 14 knots.

Capt. Merlin will make an Excursion trip to MACAO, leaving the Company's wharf in Hongkong, at the end of Queen's Street, Praya West, at 9 A.M., and leaving Mac

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"KINTUCK".....	On 12th June.
GLASGOW and LIVERPOOL.....	"KEEMUN".....	On 25th June.
GLASGOW and LIVERPOOL.....	"MOYUNE".....	On 1st July.
GLASGOW and LIVERPOOL.....	"OANFA".....	On 14th July.

S.S. "KINTUCK" left Singapore on the 7th inst., and is due here on 12th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL.....	"TEENKAI".....	On 15th June.
LONDON & ANTWERP.....	"AGAMEMNON".....	On 21st June.
LONDON & ANTWERP.....	"YANGTSE".....	On 5th July.
LONDON & ANTWERP.....	"KINTUCK".....	On 19th July.
GENOA, MARSEILLES & L'POOL.....	"KEEMUN".....	On 25th July.
LONDON & ANTWERP.....	"MOYUNE".....	On 2nd August.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA".....	On 17th July.

S.S. "HYSON" left Victoria, B.C., for Japan and Hongkong on 10th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th June, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL.

SHANGHAI.....	"TAIWAN".....	13th June.
SHANGHAI.....	"WOOSUNG".....	14th "
MANILA.....	"TAMING".....	15th "
KOBE.....	"OHINGTU".....	16th "
SWATOW, CHEFOO and TIENTSIN.....	"KANSU".....	20th "
PORT DARWIN, THURSDAY ISLAND, & COOKTOWN, CAIRNS, TOWNSVILLE, & BRISBANE, SYDNEY & MELBOURNE	"CHINGTOW".....	5th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th June, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 18th June, at 10 A.M.
RURI.....	2540	R. W. Almond	"	SATURDAY, 25th June, at 10 A.M.
PERLA.....	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th June, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA".....	5,198	Schmidt	June 14th, 1904.
"NICOMEDIA".....	4,370	Wagner	July 14th, "
"ARABIA".....	4,483	Bahle	August 14th, "
"NUMANTIA".....	4,370	"	September 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including
cabin and servant), \$5; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st and 3rd Class
Single Ticket, \$5; Return Ticket, \$5. Return
Ticket including 1st and 3rd Class either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodation for two or more passengers.

WHARE—At the Western end of Wing Lok
Street.

The Excursion to an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 11th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Capt. Wm. Robinson, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single journey.
2nd ".....1.50 " " "

Meals.....1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUE ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"
Captain Frangoul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Melin, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese.....80
Deck.....30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent.
THE PHARMACY, Queen's Road Central.
Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"RICHMOND CASTLE".....14th June.

"ST. FILLANS".....30th "

"LOWTHER CASTLE".....31st July.

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th June, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont.....	9,606	T. W. Garlick.	June 28
Lyra.....	4,417	G. V. Williams.	Aug. 4
Shawmut.....	9,606	W. M. Smith.	Sept. 1
Tremont.....	9,606	T. W. Garlick.	Oct. 1
Shawmut.....	9,606	W. M. Smith.	"

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Tremont.....9,606 T. W. Garlick. [Ab. June] 28

Lyra.....4,417 G. V. Williams. [Ab. June] 4

Shawmut.....9,606 W. M. Smith. [Ab. June] 1

Tremont.....9,606 T. W. Garlick. [Ab. June] 28

Shawmut.....9,606 W. M. Smith. [Ab. June] 1

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont

have just been fitted with very superior accom-

modation for first and second class passengers.

The large size of these vessels ensures steady-

ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 10th June, 1904.

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Tadd, will be despatched as above,
on TUESDAY, 14th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th June, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Sellier, will be despatched for the
above Ports, on or about the 16th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 10th June, 1904.

Intimations.

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,

LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—1, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

the will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars

and Collars renewed on old ones.

Ladies and Children's Under-clothing (Can-

dan's Dresses, and all kinds of Embroidery,

Materials can be supplied, if required.

The Superiority will also be most grateful

for any FINE ARTS, or any other work to be made

for them, and for the Children of the Poor School.

Address:—The Superiority, The Poor School,

Caïne Road, Hongkong.

June 12, 1904.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 21st June, 1904, 100 cts. per \$ Max.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Mei Lung Pa B.....18

" Corned—Ham Ngau Yuk.....18

" Roast—Shiu ".....18

" Breast—Ngau Lam.....13

" Soup, Tong Yuk.....14

" Steak—Ngau Yuk Pa.....18

" Serrain—Ngau Lau.....26

" Sausages—Ngau Yuk Chang.....9

Bullock's Brains— " Know.....per set 45

" Tongue fresh—Ngau Li.....each 55

" Corned—Ham Ngau Li.....55

" Head—Ngau Tau.....9

" Heart—Ngau Sum.....14

" Hump, Salt—Ngau Kin.....8

" Feet—Ngau Kerk.....each 8

**SAVARESSE'S
SANDAL
CAPSULES**

*Efficient because absolutely pure
Cognized as. Not made of gelatine.
Full directions. All Chemists.*

Insist on SAVARESSE'S

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904,
at 1 P.M., the Company's Steamship
"AUSTRALIAN," Captain Verron, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 13th June, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 1st June, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain C. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this
Port for BOMBAY, &c., on SATURDAY, the 18th
June, at Noon, taking Passengers and Cargo
for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Exeter*
due in London on the 1st August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th June, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SARDINIA."

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees and
the Company's representative at an appointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 10th June, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,
LONDON, AND STRAITS.

THE Steamship

"GLENFARG."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out Mark by Mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 6th June, 1904.

Consignees.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. SATURDAY, the 11th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 10th June, 1904.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by FRIDAY, the 10th instant, at 5 P.M., will
be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 9th June, 1904.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ."

of the NORDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 14th instant, at
9.30 A.M.

All Claims must reach us before the 19th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 8th June, 1904.

FROM HAMBURG, PENANG AND

SINGAPORE.

THE A. L. Steamship

"ALEXIA."

Captain Sachs, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 7th June, 1904.

THE PORTLAND AND ASIATIC

STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"

FROM PORTLAND (OR.), YOKOHAMA,

KOBE AND MOJI.

THE above steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Countersignature
and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 7th June, 1904.

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